

What is claimed is:

1. An isolation unit for a vehicle comprising:

an exterior wall forming an enclosed cell;

a first interior wall positioned to extend across the cell into a first section

5 and a second section, the first interior wall being adjustable between a first position and a second position;

a second interior wall positioned within the first section between the exterior wall and the first interior wall to extend across the first section into isolated first and second compartments, the second interior wall being movable

10 to remain intact and divide the first section when the first interior wall is at the first position and the second position;

a third interior wall positioned between the exterior wall and the first interior wall to extend across the second section; and

15 a member mounted between the third interior wall and the first interior wall, the member being movably mounted to the third interior wall and positionable between an extended position and a retracted position to maintain a division within the second section, the member moving between the extended and retracted positions when the first interior wall moves between the first and second positions.

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2. The unit of claim 1, wherein the exterior wall comprises a plurality of individual sections that are connected together.

3. The unit of claim 1, wherein the exterior wall comprises at least two exterior
25 doors positioned on opposite sides of the cell to provide access to the first and second sections.

4. The unit of claim 1, further comprising an access door extending through the exterior wall to provide access into the cell.

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5. The unit of claim 1, wherein the first interior wall is pivotally positioned within the cell and wherein the first position is upright relative to the exterior wall, and the second position is angled relative to the exterior wall.
- 5 6. The unit of claim 3, wherein the exterior doors comprise an extension that attaches to the first interior wall when the exterior doors are in a closed orientation to further divide the first section and the second section.
7. The unit of claim 3, further comprising a locking mechanism on each exterior door, the locking mechanism including a breakaway section having a small strength threshold to be broken in the case of an emergency to move the locking mechanism from a locked position to an open position.
- 10 8. The unit of claim 1, wherein the cell comprises five compartments formed by the first interior wall, the second interior wall, and the third interior wall.
- 15 9. The unit of claim 1, wherein the second interior wall includes a first section and a second section each having a substantially flat orientation that overlap when moving the first interior wall from the first position to the second position.
- 20 10. The unit of claim 1, wherein the third interior wall includes a rigid first section and a movable second section.

11. An isolation unit for a vehicle comprising:

a plurality of exterior walls forming a cell;

5 a first interior wall positioned to extend within the cell and form first and second sections, the first interior wall being movable within the cell between a first orientation and a second orientation;

a second interior wall positioned within the first section and being substantially perpendicular to the first interior wall, the second interior wall being connected to the first interior wall;

10 a third interior wall positioned within the second section and being substantially perpendicular to the first interior wall, the third interior wall having an inner edge that is adjacent to the first interior wall when the first interior wall is in the first orientation; and

15 an extension movably extending from the inner edge and being connected to the first interior wall, the extension being movable between a first distance from the inner edge when the first interior wall is in the first orientation, and a second distance from the inner edge when the first interior wall is in the second orientation, the first distance being smaller than the second distance.

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12. An isolation unit for a vehicle comprising:

a first compartment formed by an exterior wall, a first interior wall, and a second interior wall;

5 a second compartment formed by the exterior wall, the first interior wall, and the second interior wall, the second compartment being isolated from the first compartment;

a third compartment formed by the exterior wall, the first interior wall, and a third interior wall, the third compartment being isolated from the first
10 compartment and the second compartment;

a fourth compartment formed by the exterior wall, the first interior wall, and the third interior wall, the fourth compartment being isolated from the first compartment, the second compartment, and the third compartment; and

the first interior wall being movable between a first position and a second
15 position;

each of the second and third interior walls having an adjustable length to maintain connection with the first interior wall during movement between the first position and the second position.

20 13. The unit of claim 12, wherein the exterior wall comprises a plurality of individual sections connected together.

14. The unit of claim 12, wherein the second and third interior walls are substantially perpendicular to the first interior wall.

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15. The unit of claim 12, further comprising a fifth compartment formed by the exterior wall, the first interior wall, and the third interior wall, the fifth compartment being isolated from the first compartment, the second compartment, the third compartment and the fourth compartment.

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16. An isolation unit mounted within a vehicle, the vehicle comprising a cargo area, and first and second side doors that open into the cargo area, the isolation unit comprising:

an exterior wall forming a cell positioned within the cargo area of the vehicle;

a first exterior door and a second exterior door within the exterior wall to provide access to the cell, the first exterior door being aligned with the first side door of the vehicle, and the second exterior door being aligned with the second side door of the vehicle;

a first compartment formed by the exterior wall, a first interior wall, and a second interior wall;

a second compartment formed by the exterior wall, the first interior wall, and the second interior wall, the second compartment being isolated from the first compartment;

a third compartment formed by the exterior wall, the first interior wall, and a third interior wall, the third compartment being isolated from the first compartment and the second compartment;

a fourth compartment formed by the exterior wall, the first interior wall, and the third interior wall, the fourth compartment being isolated from the first compartment, the second compartment, and the third compartment;

a fifth compartment formed by the exterior wall, the first interior wall, and the third interior wall, the fourth compartment being isolated from the first compartment, the second compartment, the third compartment and the fourth compartment;

the first interior wall being movable between a first position and a second position;

each of the second and third interior walls having an adjustable length to maintain connection with the first interior wall during movement between the first position and the second position.

17. The unit of claim 16, wherein the first exterior door opens into two of the first, second, third, fourth, and fifth compartments.

18. The unit of claim 16, wherein the second exterior door opens into two of the
5 first, second, third, fourth, and fifth compartments.

19. A method of isolating inmates within a cell for transportation, the method comprising the steps of:

10 moving a first interior wall from a first position to a second position;
placing a first inmate in a first compartment;
locking a third interior wall to the first interior wall and enclosing the first inmate within the first compartment;
placing a second inmate in a second compartment;
moving the first interior wall from the first position to the second position
15 and enclosing the second inmate in the second compartment formed by the first interior wall, the third interior wall, and the exterior wall;
enclosing a third inmate in a third compartment that is formed by the exterior wall, the first interior wall, and a second interior wall; and
enclosing a fourth inmate in a fourth compartment that is formed by the
20 exterior wall, the first interior wall, and the second interior wall.

20. The method of claim 19, further comprising closing exterior doors and completely enclosing the first, second, third, and fourth compartments.

25 21. The method of claim 19, further comprising enclosing a fifth inmate in a fifth compartment that is formed between the first compartment and the second compartment.

22. The method of claim 19, wherein the step of moving the first interior wall
30 from the first position to the second position comprises moving the first interior wall from an angled position to an upright position.

23. The method of claim 19, wherein the step of moving the first interior wall from the first position to the second position reduces the volume of the first and second compartments.

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